



WIS 50 Corridor Study

I-94 to 43rd Avenue Kenosha County

August 2006

Public information meeting set for August 29, 2006

The final public information meeting for the WIS 50 corridor study will be held on **Tuesday, August 29, 2006, 4 to 7 p.m. at the First Assembly of God Church, 10700 75th Street, Kenosha (school cafeteria)**. The meeting will be an informal open house that allows citizens to stop in anytime between 4 and 7 p.m. and meet individually with project staff.

The purpose of the meeting is to present WisDOT's recommended improvement plan for WIS 50, review the alternatives considered for the WIS 50/WIS 31 intersection, and obtain public comments.

Contact information

For additional information about the WIS 50 corridor study and the recommended improvement plan, contact the WisDOT project manager listed below.

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Study purpose

The Wisconsin Department of Transportation (WisDOT) is completing a long-range improvement plan for WIS 50 from I-94 to 43rd Avenue in the village of Pleasant Prairie and city of Kenosha (see map on page 2). The plan is being prepared to improve traffic flow and safety on WIS 50, preserve its traffic carrying capacity, update the WIS 50 access management plan and preserve the land needed for future transportation improvements.

Proposed improvements

Key features of the recommended plan include the following:

- Expand the existing 4-lane divided highway to a 6-lane divided roadway between 116th Avenue and 57th Avenue. The new roadway will be a transitional urban facility (curb and gutter at back of shoulder and raised grass median) to reflect ongoing/planned development in the WIS 50 corridor.
- Provide additional turning capacity at local road intersections and limit the number of direct driveway connections to WIS 50.
- Implement access management techniques that restrict median openings, close driveways, and use existing local roads/future local service roads where possible to provide property access.
- Construct a multi-use path along WIS 50 (WisDOT will grade the path and further development will depend on local cost share).
- Reduce the present 55 mph speed limit in the west part of the corridor to 45 mph.

One of the study's challenges has been developing a recommended plan for the WIS 50/WIS 31 intersection. This intersection has the highest traffic and most crashes of all intersections in the corridor as well as business development in all quadrants. Through input from the June 2005 public information meeting and the project's advisory committee, several alternatives have been evaluated for this intersection.

The recommended plan is a tight jug handle design that uses loop roads to handle some of the traffic turning movements and property access needs at this busy intersection. While the jug handle alternative will not solve all of the local access needs and concerns at the WIS 50/WIS 31 intersection, it offers the best compromise for preserving the traffic carrying capacity on WIS 50 while serving existing development.



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Schedule

Upcoming project activities include the following:

- Select preferred alternative for WIS 50/WIS 31 intersection—September 2006
- Complete initial environmental document—early fall 2006
- Complete final environmental document—early winter 2006
- Finalize recommended plan and prepare Design Study Report—late winter 2006

Location map

